

REFAX 18

Approved For Release 2002/08/08 : CIA-RDP82-00457R006800580013-7

CONFIDENTIAL

25X1

CLASSIFICATION **SECRET**

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Neuruppin Airfield

25X1A

EVALUATION see below

PLACE OBTAINED

25X1A

DATE OF CONTENT 13 to 30 November 1950

25X1A
DATE OBTAINED

RED 5 January 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

RETURN TO LIBRARY

SOURCE

25X1X

25X1X

1. In mid-November 1950, the Neuruppin (N 53/L 49) airfield was not occupied by jet aircraft nor did aircraft of this type land there. (1) The runway, about 2,000 meters long, begins at Wittstock Allee. (2) The widened ends of the runway, where the aircraft turn, have no concrete surfaces. The taxiway begins about 120 meters from each end of the runway and runs in a circle toward the asphalt apron in front of the former hangars 1 and 2. (3) There were numerous cracks and dips in the runway about 1,600 to 1,800 meters from its eastern end, where the base was in poor condition. Hangar 3 was repaired and used for biplanes. Some of the laborers were transferred to Bernau (N 53/V 06), where large-scale work on the airfield was to begin. (4) Some of the statements above were received from a construction laborer working on the runway.

2. On 13 November, source drove along the road from Kraenzlin (N 53/L 39) to Siegmundshof (N 53/L 39) to determine the western boundary of the airfield. The point from which source made his observations was about 1 km east of the road fork which is about 1 km south of Siegmundshof. The end of the runway is about 300 meters north of this point. He saw two Soviet sentries, narrow-gauge field railway tracks, a concrete mixer which was in operation, and a locomotive with coupled dumpcars for excavation work. (5) The runway runs in a direction of about 290/110 degrees. The buildings at the field could not be seen because of the Hasenberg.

3. On 17 November, by using a German prismatic compass, it was determined from Wittstock Allee that the course of the runway was at point 13. (6) The runway was about 50x2,200 meters. (2) The entire length was provided with a concrete surface. An extension of the runway toward the west seemed improbable since the terrain there was marshland and the drainage ditches were not filled. A person who knew the field very well doubted that the runway was suitable for take-offs and landings by heavy bombers because of its poor base.

CONFIDENTIAL

LC

H

CLASSIFICATION **SECRET**

25X1

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist. Approved For Release 2002/08/08 : CIA-RDP82-00457R006800580013-7
Next Review Date: 2008

Document No.
No Change in Class. ☐
Declassified ☒
Class. Changed To: TS S G
Date: 18 FEB 72

25X1

SECRET

25X1
25X1A

4. Eight barracks buildings, five temporary quarters, about six to eight sheds, and a railroad spur track to the barracks were located at the field.
5. Take-offs and landings were repeatedly practiced by the biplanes at night while the runway was illuminated. No other aircraft types have been seen. Only sentries wearing red-bordered black epaulets were seen at the field.
6. On 22 November, about 30 laborers graded the entire eastern section of the field. Three narrow-gauge field trains, each with about 15 dumpcars and four large prime movers with four to six heavy rollers each were used. Trucks [redacted] left the field. (7)

25X1X

25X1B

7. In late November, a resident living in the vicinity of the field said that a Soviet major had told him that the field was soon to be occupied by air force troops equipped with jet aircraft. Six barracks buildings were completely rehabilitated. No hangars were to be built for the aircraft. In addition to Mouruppin airfield, the airfields at Wittstock (N 54/U 11) and Perleberg (N 54/T 70) were also to be reconditioned. (8)
8. The airfield was no longer occupied by army units on 30 November. (1) One hundred air force men were estimated to be there. The guard detail observed consisted of 15 air force soldiers per relief. Work at the field was completed.
9. About 4:30 p.m. on 30 November, 40 to 50 air force officers ranking from senior lieutenant to major left the railroad station with their baggage en route to the airfield. At that time a train coming from the direction of Paulinenaue (N 53/Z 36), and another train from the direction of Loewenberg (N 53/Z 69), arrived at the railroad station.
10. A local resident, who did construction work on the runway, said that the Pauunion Firm completed the work at the field about 20 November. It was rumored that the laborers were later to be employed at the Werneuchen and Gross Beeren (N 53/Z 73) airfields. The execution of this project had been postponed and the firm now works in Mahlow (N 53/Z 83). (9)

25X1X

25X1A

[redacted] Comments.

- (1) The information that the airfield has not been occupied by an air unit is confirmed by the other sources of this report. The statements in paragraph 8 that the army unit was transferred indicate that air force units will probably arrive. For sketch of course of runway at the airfield, see Annex.
- (2) The information that the runway is 2,000 meters long was previously received from other sources. [redacted] The length of 2,200 meters, reported in paragraph 3, is believed to be wrong.
- (3) The course of the taxiways, which is reported for the first time, has not been verified.
- (4) This confirms information that construction work started in Werneuchen. A concrete runway is probably being constructed there.
- (5) The apron at the western end of the runway is probably being surfaced with concrete.

25X1A

SECRET

25X1

CONFIDENTIAL

~~CONFIDENTIAL~~

~~SECRET~~

25X1
25X1A

- 25X1B
- 25X1A
- (6) This indicates that the course of the runway is 286/106 degrees.
 - (7) The motor vehicle [redacted] army units.
 - (8) Construction work at the Pittstock airfield has been completed, whereas work has only started at the Perleberg airfield. See [redacted]
 - (9) The type of construction work in Mahlow is not known. No information has been received that there is an airfield there.

1 Annex: 1 - sketch on ditto.

~~SECRET~~

25X1

~~CONFIDENTIAL~~